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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

13th October, 1938.

Dear Sirs,

M. I duly received Mr. Millar's letter of the 5th instant enclosing one from Messrs. J.L. Thompson & Sons regarding their Yard No. 588.

In reply I have to state that provided the tonnage opening be closed, and the following reinforcements be fitted, a reduction in freeboard of 15 inches could be permitted:-

(1) All rule watertight bulkheads, excepting the after peak, to be extended to the upper deck, and the scantlings of the hold and tween deck stiffeners and plating, also the tunnel stiffeners and plating to be reinforced to be equivalent to the requirements of the Rules for this increased height. Alternatively the scantlings and arrangements of the bulkheads and tunnel may remain as already approved, provided a notation regarding the omission of the tween deck bulkheads be made in the Register Book and the Owners' consent be obtained.

(2) Reverse bars $3\frac{1}{2} \times 3\frac{1}{2} \times .44$ to be fitted to every fifth frame between the after peak bulkhead and bulkhead 40, in the engine room, and between bulkhead 105 and frame 126, and also between 144 and the collision bulkhead; the reverse bars to overlap the frame brackets and the lower deck beam knees and be adequately riveted thereto.

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-2-

Yard No. 588

(3) To compensate for the deficiency in the shell plating and topside material, the stringer plate should be doubled for $3/5$ length amidships, the doubling to be .44 in thickness.

With the reduction in freeboard limited to 15 inches, no additions are required to be made to the scantlings of the weather deck beams, girders and hatch webs.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
SUNDERLAND.



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Foundation

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